

RIVER AND HARBOR WORK.

IMPROVEMENTS MADE ABOUT NEW-YORK IN THE YEAR.

THE HUDSON DEFERRED FROM TROY TO COXSACK—OPERATIONS AT SPURTON DUYVIL AND HELL GATE, IN NEW YORK HARBOR AND IN NEW JERSEY.

Washington, July 23 (Special).—The War Department, official report of the Chief of Engineers, in its report of the annual report of Major Miller, engineer in charge, among other plans, of the Hudson River and the rivers and harbors of Northeastern New Jersey, for the fiscal year which ended June 30, 1898, containing estimates and suggestions in regard to the work which will be done by Congress and are held as confidential until such time as Congress, the substance of this report is as follows:

That part of the Hudson now under improvement is the United States extends from the State dam at Troy down stream to Coxsack. The object is to provide a twelve-foot channel, three hundred feet wide, from the State dam to Broadway, Troy to Coxsack. Below the latter place there are ample depth and width.

The improvement from the \$240,000 estimated cost in 1897 and 1898 Act of 1892 has been appropriated, except \$100,000, which is provided in the sundry civil act for 1899.

The number of passengers carried on the river in 1897 was 62,000. In round numbers, the registered tonnage of all vessels is above 52,000. These are the latest returns accessible before August 1, 1898. When dredging on Elizabeth River was suspended a channel seven feet deep and thirty feet wide had been secured from the mouth to Bridge No. 1. It has probably deteriorated.

The work done on the Katikati River increased the channel width from sixty to one hundred feet for four hundred feet; for an additional distance of four hundred feet a width of one hundred feet was made, and for a further distance of one hundred feet a width of fifty feet was made.

More than the estimated cost was expended without completing the Matamoras Creek improvement. The same amount of work was done on the Hudson River because of frequent dredging. Congress seems to have abandoned the Matamoras River.

IMPROVEMENTS ABOUT NEW-YORK.

The report of Major Adams touching the harbor of New York and the rivers and ports adjacent to New York City is thus summarized:

The East Chester project in 1897 was nearly completed, there remained only the widening of the channel between Town Dock and Lockwood's by dredging and removing a small amount of rock. The channel has been made nine feet wide at mean high water to a point three thousand feet above Lockwood's. It is in good condition, the dikes below Lockwood's on the east side show some deterioration. The project is considered completed.

The operations on the Bronx, consisting of rock excavation and removal, resulted in removing 2,300 cubic yards, and were completed. Three ledges have been removed, lying within ten to fifty-foot channel for a distance of about 150 feet above the Westchester-ave. bridge, excepting 150 feet above the Westchester-ave. bridge, making a depth of six feet at mean low water. At the railroad bridge, where the dredging was done, the depth was from zero to two and one-half feet.

At Port Jefferson Harbor the work done was removing 25,000 cubic yards of sand and stones; the channel of twelve feet depth at mean low water, was widened about one-half mile, and an additional cut of twenty feet width was made.

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NEW-YORK HARBOR.

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THE TROUBLE IN TWO CAMPS.

GUARDSMEN GREATLY INTERESTED IN THE NINTH REGIMENT SQUABBLE—COLONEL SACKETT'S INVESTIGATION.

The trouble in the 9th Regiment, which culminated in the resignation of Major Loring and several other officers of the organization, has been investigated by Colonel Sackett, who has been ordered to investigate the matter. Colonel Sackett has been ordered to investigate the matter.

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been made public there have been rumors to the effect that the Governor would not explain why he had ordered an investigation of a camp where the officers of the 9th Regiment were held. If such an explanation has been asked for, or if the United States authorities have in any way criticized the action of the Governor or questioned his authority in the matter, the facts have not been made public at Albany, and it is believed that all existing friction on that ground is without foundation.

GENERAL SMITH'S NEW CHIEF OF STAFF.

Major Thomas J. O'Donohue, who has been quartermaster on the staff of Brigadier-General George Moore Smith, has been appointed by General Smith as his chief of staff. The place made vacant by the resignation of Major John McDermott, who has been appointed major in the 10th Regiment. Major O'Donohue is an old 7th Regiment man, in which command he served from December 31, 1891, to October 20, 1893. When General Smith was appointed commander of the 9th Regiment he appointed Major O'Donohue commissary of subsistence, and was later made regimental quartermaster. He was one of the officers who accompanied General Smith with good effect in reorganizing the old 8th Regiment.

WORK AT THE NAVY YARD.

The Buffalo placed out of commission and laid up for repairs.

CIVIL ENGINEER WHITE SUSPENDED FOR THREE YEARS—WOUNDED SAILORS DOING WELL.

Business at the Navy Yard for the last week has been confined mainly to the work on the small vessel which has been in for repairs. The work on the Chicago and the Atlanta has gone along without any serious hitch, and the larger vessel is ready for her run, which will be along soon. The work of mounding them will be pushed ahead, but in the yard there is thought to be little chance that the now swift and powerful cruiser will have any active share in the naval operations in the waters.

The Buffalo, which has been in the subject of a good deal of comment, has been placed out of commission, and she will not be likely to get to sea again for a long time, as she is to be entirely remodeled and refitted. This vessel, from which so much was expected, is now generally regarded as a "white elephant" on the hands of the Navy Department, and it will be an expensive job to get her into a condition where she can be of any service to the Government.

The gunboat Newport, Commander R. F. Tiley, was taken on coal and stores all day yesterday, and is expected to start for Key West to-day at 10 o'clock in the forenoon. Her last visit to the yard was when she came in for stores and a slight overhauling previous to starting on the Nicaragua Canal expedition.

A ferryboat from Boston, the Governor Russell, has been fitted out as a gunboat for service in some one of the harbors of Cuba, and was ready to start on her voyage yesterday afternoon. Another dispatching ship, the Rainbow, has come to the yard for some fittings, and will be started South as soon as she can be equipped, which will be in a short time.

The big auxiliary cruiser Harvard, which was sent to bring Spanish prisoners from Cuba, arrived yesterday, and stopped at Tompkinsville for coal. It is not known that she is in need of any extended repairs, and she is not expected at the yard on this trip.

The verdict of the court-martial in the case of Chief Engineer S. S. White for negligence in the construction of Drydock No. 3 was received at the yard with many expressions of regret, but it was not expected that the verdict would be so severe. Mr. White, in his own defense, admitted that some statements he had made at the trial of the court-martial were untrue, and that he was mistaken, and the admission of direct evidence regarding the inspection of the pile-driving work performed by the contractor, which was not expected.

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EDUCATIONAL.

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For Boys and Young Men—City.

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